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TRAFFIC IMPACT ASSESSMENT

PROPOSED CHILDCARE CENTRE DEVELOPMENT

23-25 TOWNSEND ROAD, WHITTINGTON

23 AUGUST 2026

23-25 TOWNSEND ROAD, WHITTINGTON

CLIENT: Future Path Ventures Pty Ltd

OBT JOB NUMBER: 29637



Suite 2.03, 789 Toorak Road
Hawthorn East, Victoria 3123

T: 61 3 9804 3610
W: obrientraffic.com

ABN 55 007 006 037

VERSION	DATE	ISSUE	PREPARED BY	REVIEWED BY
29637 TIAR	23 August 2026	Final	Urmila Karki	Chirag Safi

CONTENTS

1	INTRODUCTION	1
2	EXISTING CONDITIONS	1
3	THE PROPOSAL	6
4	CAR PARKING	7
5	CAR PARK ACCESS AND LAYOUT	7
6	BICYCLE FACILITIES	8
7	LOADING	8
8	TRAFFIC GENERATION, DISTRIBUTION AND IMPACT	9
9	CONCLUSION	11
	APPENDIX A	12
	APPENDIX B	14

1 INTRODUCTION

O'Brien Traffic has been engaged by Future Path Ventures Pty Ltd to undertake a Traffic Impact Assessment (TIA) for a proposed childcare development at 23-25 Townsend Road, Whittington.

In the course of preparing this report:

- Plans and relevant documentation have been examined;
- The subject site and surrounding area have been inspected; and
- The traffic and parking implications of the proposal have been assessed.

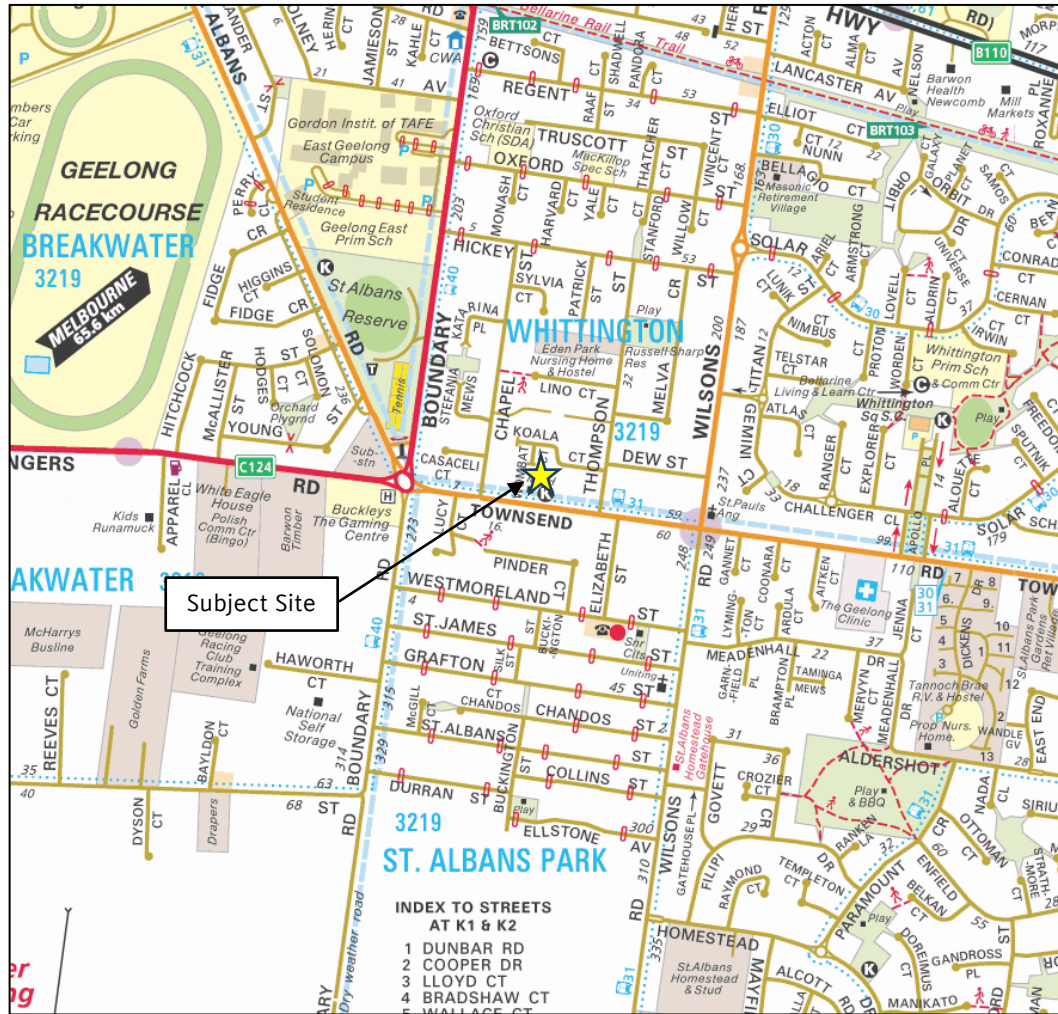
This TIA has been prepared to address the request for further information (RFI) issued by the City of Greater Geelong (CoGG) in a letter dated 7 July 2026. Specifically, a preliminary assessment of the Permit Application No. PP-543-2026 required the following additional information in relation to traffic engineering:

3. A Traffic Impact Assessment is requested to illustrate the parking rate, car park design, car park safety and access of the proposal.
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2 EXISTING CONDITIONS

2.1 LOCATION AND LAND USE

The subject site is located on the northern side of Townsend Road, approximately 250m east of the Boundary Road / St Albans Road roundabout and approximately 350m west of the Wilsons Road signalised intersection. The location of the subject site and surrounding area is shown in **Figure 1**. A recent aerial photograph is shown in **Figure 2**.



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FIGURE 1: LOCATION OF SUBJECT SITE



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FIGURE 2: AERIAL PHOTO OF SUBJECT SITE

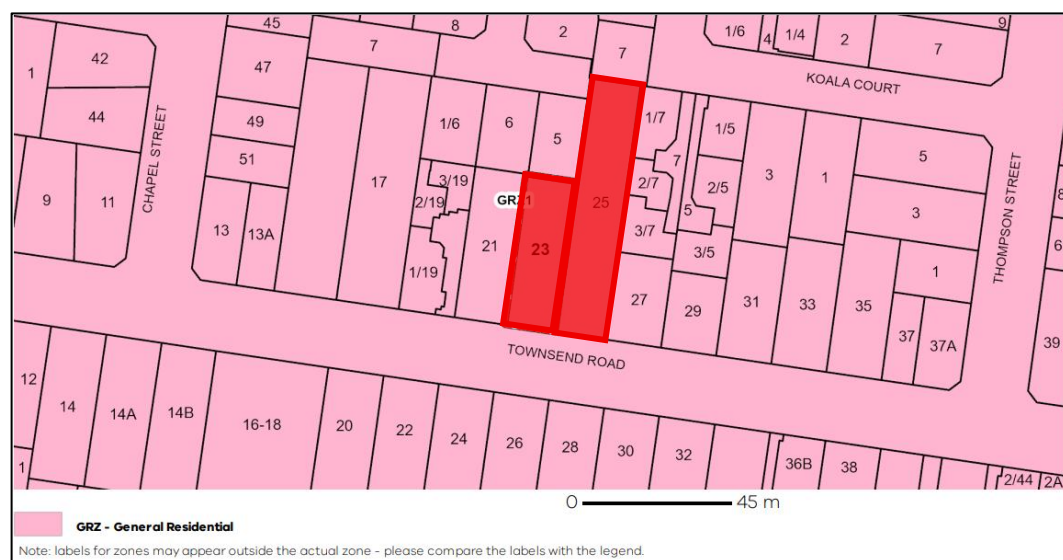
The site, zoned General Residential Zone – Schedule 1 (GRZ1), is rectangular, with a frontage of approximately 31 metres to Townsend Road and an area of approximately 1,872 square metres. The site is occupied by two dwellings, with vehicles accessing the site via Townsend Road through separate single-width crossovers.

2.2 SURROUNDING LAND USE

The surrounding land use is primarily residential.

Two primary schools are in close proximity to the subject site. Geelong East Primary School is on Boundary Road, approximately 550m northwest of the site. Whittington Primary School is located approximately 800m northeast of the site.

A zoning map of the site and its surrounding area is shown in **Figure 3**.



SOURCE: VICPLAN

FIGURE 3: ZONING MAP

2.3 ROAD NETWORK

Townsend Road is classified as “Category 4 – Main Distributor – Urban Road” under the care and management of the City of Greater Geelong. It runs east-west and provides a carriageway width of 11.5m, allowing two-way traffic. Unrestricted parking spaces are available on both sides of the road.

The posted speed limit is 60km/h.

Views of Townsend Road are as shown in **Figure 4** and **Figure 5**.



FIGURE 4: TOWNSEND ROAD, FACING EAST



FIGURE 5: TOWNSEND ROAD, FACING WEST

2.4 EXISTING TRAFFIC VOLUMES

A review of the Department of Transport and Planning's (DTP) traffic volume database for 2019 was undertaken. Townsend Road (between Wilsons Road and Boundary Road) carries an estimated Average Annual Daily Traffic (AADT) volume of 7,158 vehicles per day (two-way).

2.5 SUSTAINABLE TRANSPORT

2.5.1 Public Transport

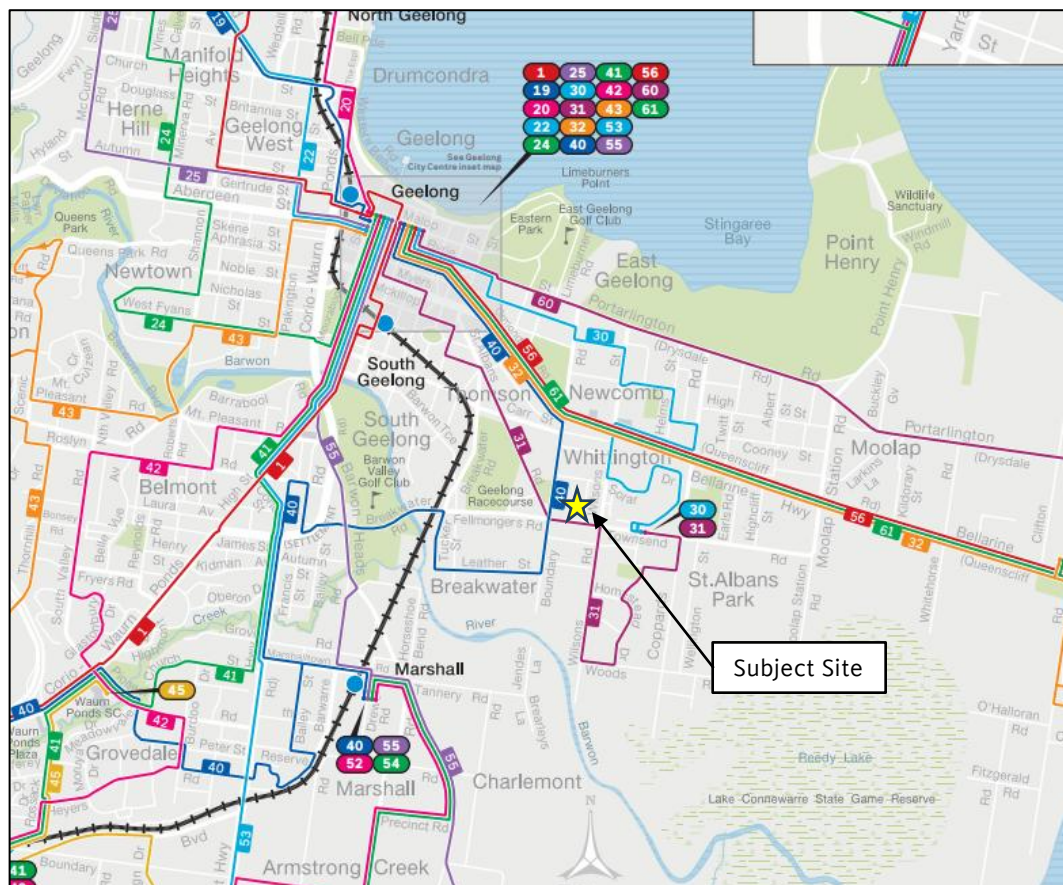
The site has good access to public transport.

Bus stop (Lucy Court/Townsend Road) is located within 160m walking distance to the west of the subject site, where Route 31 (St Albans Park - Geelong Station) operates.

Bus stop (Townsend Road/Boundary Road) is located within 300m walking distance to the northwest of the site, where Route 40 (Geelong Station - Deakin University) operates.

The nearest train station, South Geelong, is located within 4.1km to the northwest of the site.

The public transport services in the vicinity of the subject site are shown in **Figure 6**.



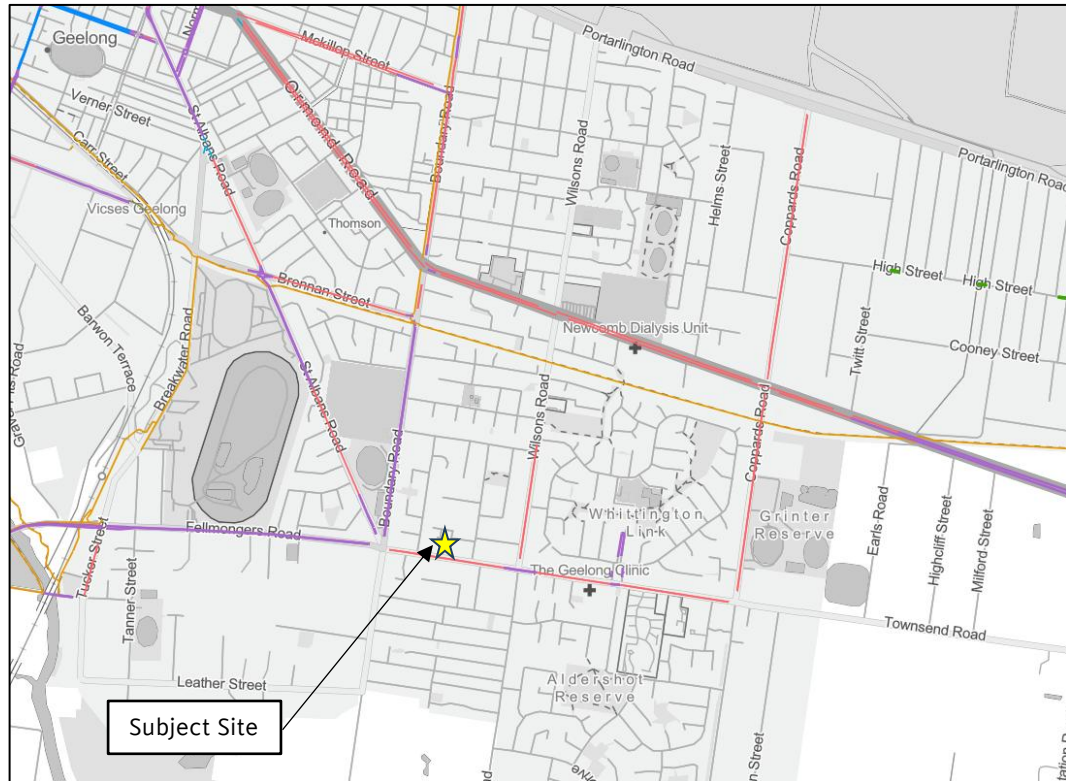
SOURCE: PUBLIC TRANSPORT VICTORIA (PTV) WEBSITE

FIGURE 6: PUBLIC TRANSPORT SERVICES

2.5.2 Bicycle Network

The shared bike with parking lane is available on both sides of Townsend Road, which connects with the basic painted bicycle lane along Boundary Road.

The bicycle network in the vicinity of the subject site is shown in **Figure 7**.



SOURCE: TRANSPORT VICTORIA

FIGURE 7: BICYCLE INFRASTRUCTURE NETWORK

2.6 AVAILABILITY OF PARKING

Townsend Road provides a parking lane on both sides. The site frontage can readily accommodate parking for 4-5 car spaces.

A review of recent Nearmap imagery indicates plenty of vacant parking along Townsend Road in the immediate vicinity of the site at various times of the day and week.

3 THE PROPOSAL

The proposal is to demolish the existing building and construct a childcare centre accommodating 94 children on the subject site. The centre will operate Monday to Friday, from 6:30 am to 6:30 pm, with up to 23 staff members on-site at any given time.

A total of 11 on-site parking spaces (including a disabled space) will be provided. Vehicle access will be provided via a 6m wide crossover to Townsend Road.

The proposed site plan is included in **Appendix A**.

4 CAR PARKING

4.1 PLANNING SCHEME CAR PARKING REQUIREMENT

Parking policy and requirements applicable to the proposed development are specified in Clause 52.06 of the Planning Scheme.

The purpose of Clause 52.06 is:

- To ensure that car parking is provided in accordance with the Municipal Planning Strategy and the Planning Policy Framework.
- To ensure the provision of an appropriate number of car parking spaces having regard to the demand likely to be generated, the activities on the land and the nature of the locality.
- To support sustainable transport alternatives to the motor car.
- To promote the efficient use of car parking spaces through the consolidation of car parking facilities.
- To ensure that car parking does not adversely affect the amenity of the locality.
- To ensure that the design and location of car parking is of a high standard, creates a safe environment for users and enables easy and efficient use.

The site is located within Category 2 of the Car Parking Requirement Maps. On this basis, the Planning Scheme parking requirement for the proposal is shown in **Table 1**.

USE	SIZE	PLANNING SCHEME PARKING RATE	CAR PARKING REQUIREMENT
Childcare Centre	23 employees	0.5 spaces to each employee	11 spaces
TOTAL			11 SPACES

TABLE 1: PLANNING SCHEME CAR PARKING REQUIREMENT

On this basis, the proposed development has a Planning Scheme car parking requirement of 11 spaces.

As 11 parking spaces are proposed on-site, the proposal meets the Planning Scheme Car Parking Requirement.

5 CAR PARK ACCESS AND LAYOUT

The proposed car park access and layout were assessed against the relevant requirements of the Planning Scheme and Australian Standards. The following comments are provided about the car park access and layout:

- As requested by Council in the RFI, vehicle access is proposed via a new 6m wide crossover to Townsend Road, exceeding the Planning Scheme requirement. This width is sufficient for two standard cars to make left-turn movements into and out of the site at the same time.

- The accessway width (6.4m) and car space dimensions (2.6m x 4.9m) meet the requirements of Design Standard 2 of Clause 52.06-9 of the Planning Scheme.
- The design of the accessible space (2.4m x 5.4m) and associated shared area (2.4m x 5.4m) complies with AS 2890.6:2022.
- As requested by Council in the RFI, a separate path is proposed from Townsend Road to allow safe and convenient pedestrian access.
- Pedestrian sight triangles can be readily accommodated on the exit side of the accessway at the property boundary in accordance with Design Standard 1 of Clause 52.09-9 of the Planning Scheme, given the provision of a 2m wide landscaping buffer. The site plans indicate that low-lying vegetation will be planted adjacent to the exit side of this accessway, ensuring at least 50 per cent of these signal triangles are clear of visual obstructions.
- Swept path analysis in **Appendix B** indicates that an Australian Standard B85 car can access/egress the critical car spaces with a corrective manoeuvre and exit the site in a forward direction. It is recommended that end spaces requiring a corrective manoeuvre be allocated for staff use.

Based on the above assessment, the proposed car park access and layout meet the relevant requirements and are, therefore, satisfactory. This will ensure safe and efficient operation of the proposed car park.

6 BICYCLE FACILITIES

The childcare centre is not a listed land use under Clause 52.34 of the Planning Scheme. Therefore, the proposal does not trigger a requirement for bicycle parking.

7 LOADING

Clause 65.01 of the Planning Scheme states that before deciding on an application, the responsible authority must consider the adequacy of loading and unloading facilities and any associated amenity, traffic flow and road safety impacts.

Childcare centres do not typically generate regular loading or unloading activities other than waste collection. Food delivery would occur using vans outside of peak drop-off and pick-up times, and these vans would park in a vacant space within the car park.

Waste collection is anticipated to be undertaken by a private contractor using a 6.4m small rigid vehicle. It is recommended that waste collection be undertaken outside the centre's peak operating times to minimise interaction with cars and pedestrians. Swept path analysis in **Appendix B** indicates that a 6.4m small rigid vehicle can readily access the site and manoeuvre to egress in a forward direction.

The proposed loading arrangements are therefore considered adequate to accommodate the loading and waste collection needs of the proposed development.

8 TRAFFIC GENERATION, DISTRIBUTION AND IMPACT

8.1 TRAFFIC GENERATION

Based on data collected at a range of childcare centres, a traffic generation rate of 0.8 vehicle trips per child during peak times has been adopted. Peak periods at childcare centres are typically early morning (7:30 am – 8:30 am) and late afternoon (4:30 pm – 5:30 pm).

At full capacity (i.e. 94 children), this equates to up to 76 vehicle movements in each peak hour (i.e. 38 trips to the site and 38 trips away from the site).

This traffic generation estimate is considered conservative. Given the site's proximity to the primary schools, it is anticipated that a proportion of childcare trips will be linked with existing school drop-off and pick-up journeys. In particular, families with children attending both the primary school and childcare centre are likely to combine these trips, reducing the number of new vehicle trips generated on the surrounding road network.

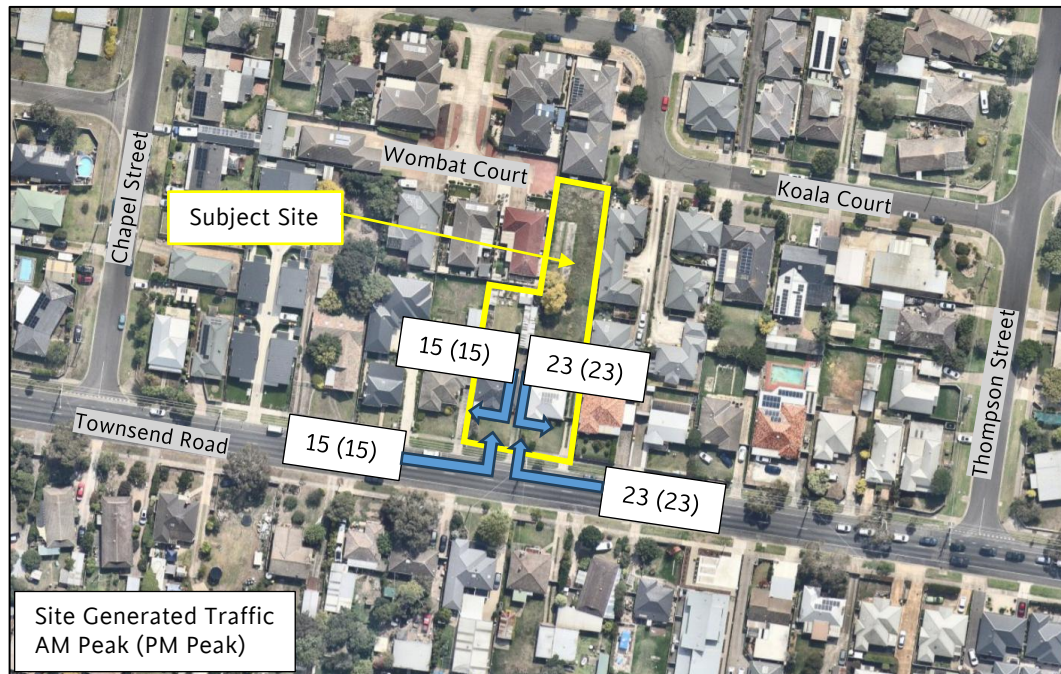
In addition, the site is located within an established residential area, allowing some families to access the childcare centre on foot rather than by car. Consequently, the actual traffic generation associated with the proposal is likely to be lower than the adopted rate.

8.2 TRAFFIC DISTRIBUTION

The likely distribution of vehicle movements entering and exiting the proposed development, based on existing developments (including other childcare centres in Greater Geelong) in the locality and the surrounding road network, in the AM and PM peaks is as follows:

- 60% to/from the east; and
- 40% to/from the west.

The expected distribution of the site-generated traffic is shown in **Figure 8**.



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FIGURE 8: EXPECTED DISTRIBUTION OF SITE-GENERATED TRAFFIC

8.3 TRAFFIC IMPACT

The proposed childcare centre is expected to generate approximately 76 vehicle movements during the peak hour. Based on the anticipated directional distribution of traffic, this equates to:

- An average of one vehicle every 4 minutes turning left from Townsend Road into the site and turning right from the site into Townsend Road.
- An average of one vehicle every 2.6 minutes turning right from Townsend Road into the site and turning left from the site into Townsend Road.

These traffic volumes are low in traffic engineering terms and would represent only a minor increase in traffic activity on Townsend Road.

Townsend Road functions as a local link road, providing access to numerous residential properties and unsignalised intersections where left-turn and right-turn movements occur regularly throughout the day. The turning movements associated with the proposed childcare centre are consistent with the existing function and operating characteristics of the road and are not expected to result in any adverse operational or road safety impacts.

Townsend Road is estimated to currently carry up to 8,000 vehicles per day and has a notional carrying capacity of approximately 14,000 vehicles per day. The additional traffic generated by the proposed development would therefore represent a small increase in daily traffic volumes and can be readily accommodated within the available capacity of the road network.

In addition, vehicles exiting the site will benefit from the nearby signalised intersection of Townsend Road and Wilsons Road, located approximately 350m to the east. This intersection regularly creates gaps in the traffic stream, assisting vehicles to enter Townsend Road from the site.

On this basis, the traffic generated by the proposed childcare centre is not expected to adversely affect the operation or safety of Townsend Road or the surrounding road network.

9 CONCLUSION

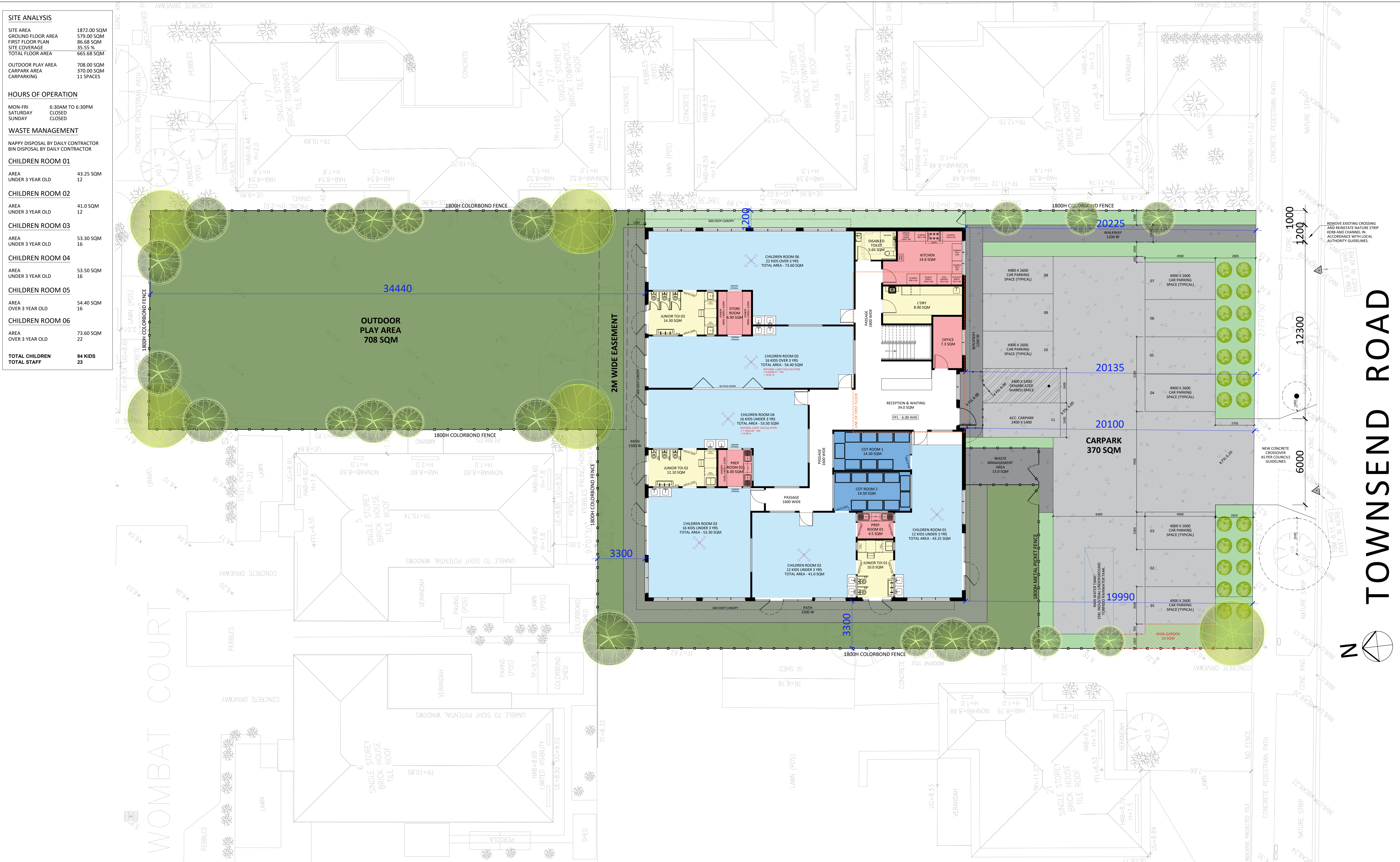
Based on the considerations outlined above, it is concluded that:

- The proposal childcare centre development has a Planning Scheme car parking requirement of 11 spaces;
- As 11 on-site car parking spaces are proposed, the proposal meets the Planning Scheme car parking requirement;
- The car park access and layout arrangements meet the design standards of Clause 52.06 of the Planning Scheme and relevant Australian Standard requirements;
- The proposal does not trigger a Planning Scheme bicycle parking requirement;
- The proposed waste collection arrangements are considered appropriate; and
- The addition of up to 76 vehicles during the peak hour (i.e. 38 trips to the centre and 38 trips away from the centre) is anticipated to have no significant adverse impact on Townsend Road or the surrounding road network.

We therefore find no parking or traffic-related grounds to prevent the proposed childcare centre development from proceeding.

APPENDIX A

SITE PLANS



Suite 501, 12-14
Claremont Street,
South Yarra, VIC 3141
www.gddc.com.au

WRITTEN DIMENSIONS TAKE PRECEDENCE OVER
SCALED DIMENSIONS.
PRIOR TO COMMENCING WORK AND SHOP
DRAWINGS IT IS THE BUILDER'S RESPONSIBILITY TO
• VERIFY ALL DIMENSIONS/LEVELS
• CHECK ALL DRAWINGS ARE IN LINE WITH THE
SPECIFICATIONS, INCLUSIONS AND OTHER
CONSULTANT REPORTS/DRAWINGS
• REPORT ANY DISCREPANCY TO THE DESIGNER
• SUBMIT ALL SHOP DRAWINGS TO THE DESIGNER
FOR APPROVAL PRIOR TO MANUFACTURE

PRELIMINARY DESIGN

NO.	DATE	DESCRIPTION	BY	NO.	DATE	DESCRIPTION	BY
01	14.08.2025	FLOOR PLAN	AJ				
02	19.08.2025	FLOOR PLAN	AJ				
03	15.04.2026	TP SET	MB				
04	11.05.2026	REVISED FLOOR PLAN	AJ				

CLIENT :

BUILDER :

PROJECT : 23-25 TOWNSEND ROAD WHITTINGTON

DRAWING : PROPOSED SITE LAYOUT PLAN

DATE : 14.07.2026

SCALE : 1:120 @ A1

DRAWN : AJ

CHECKED : GD

JOB NO : TP250155

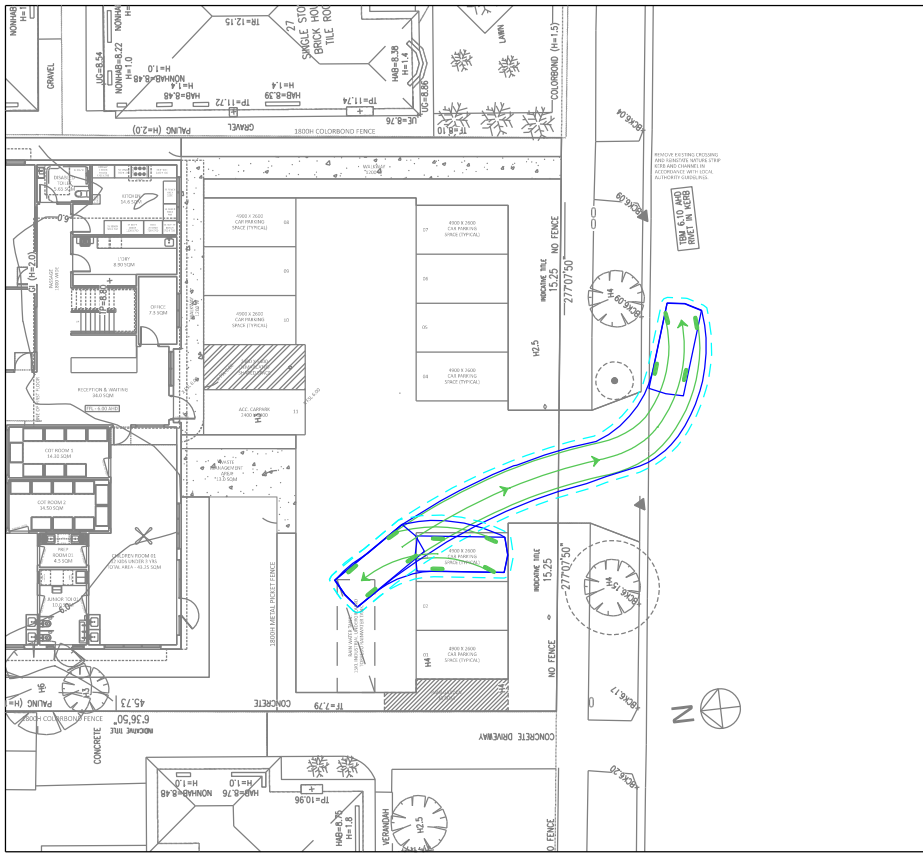
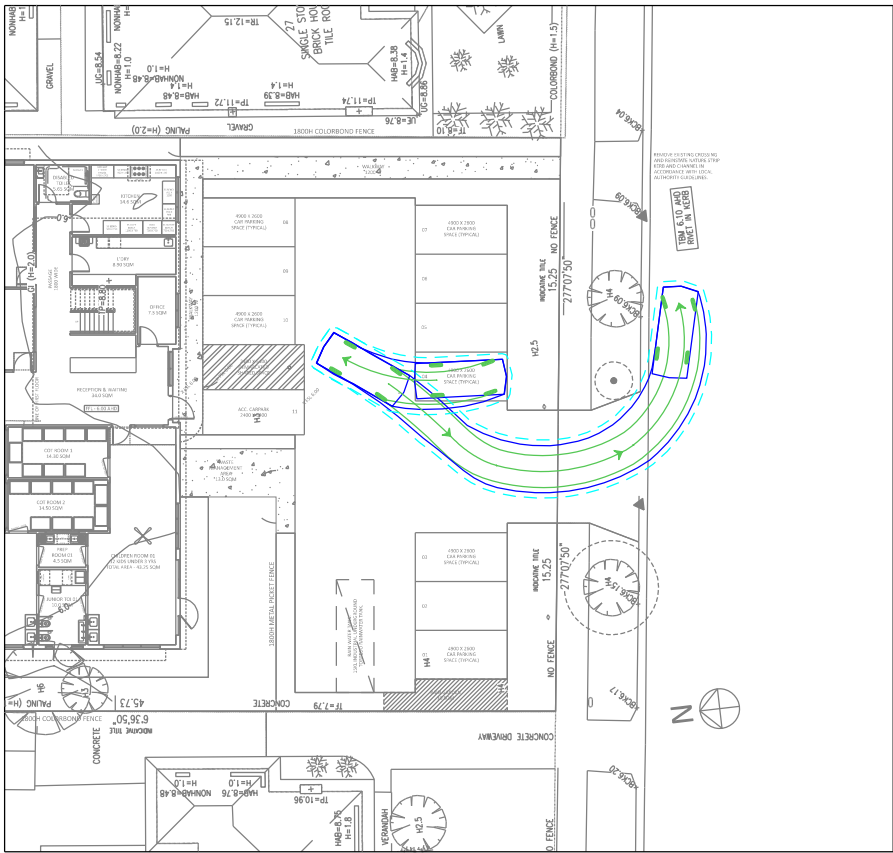
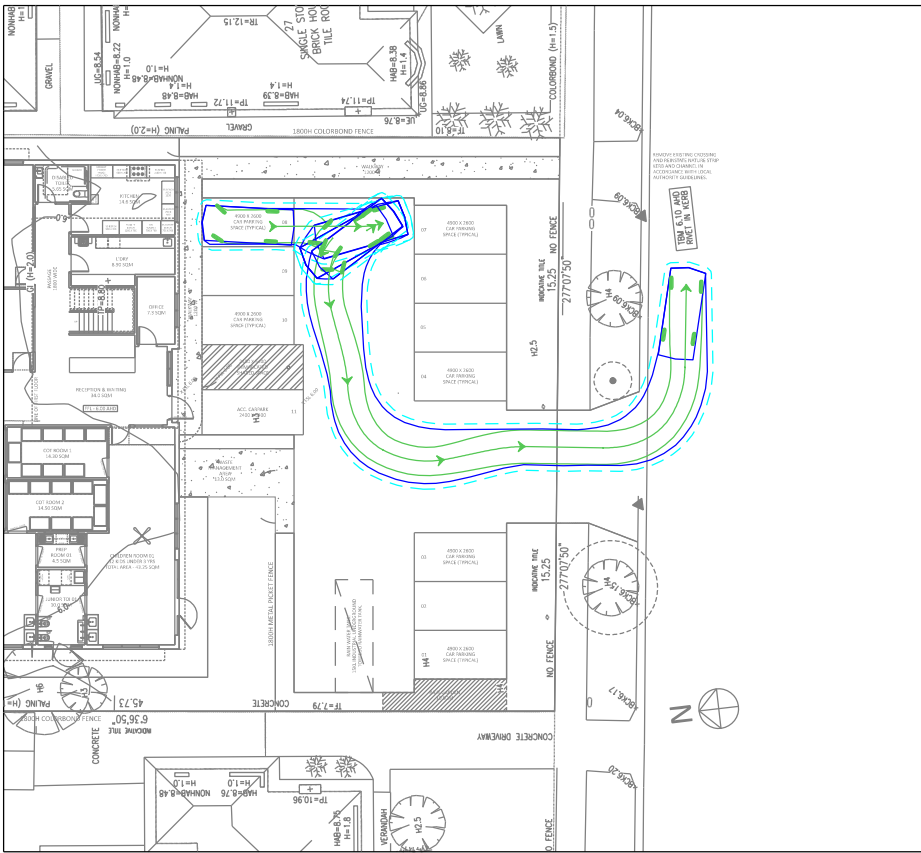
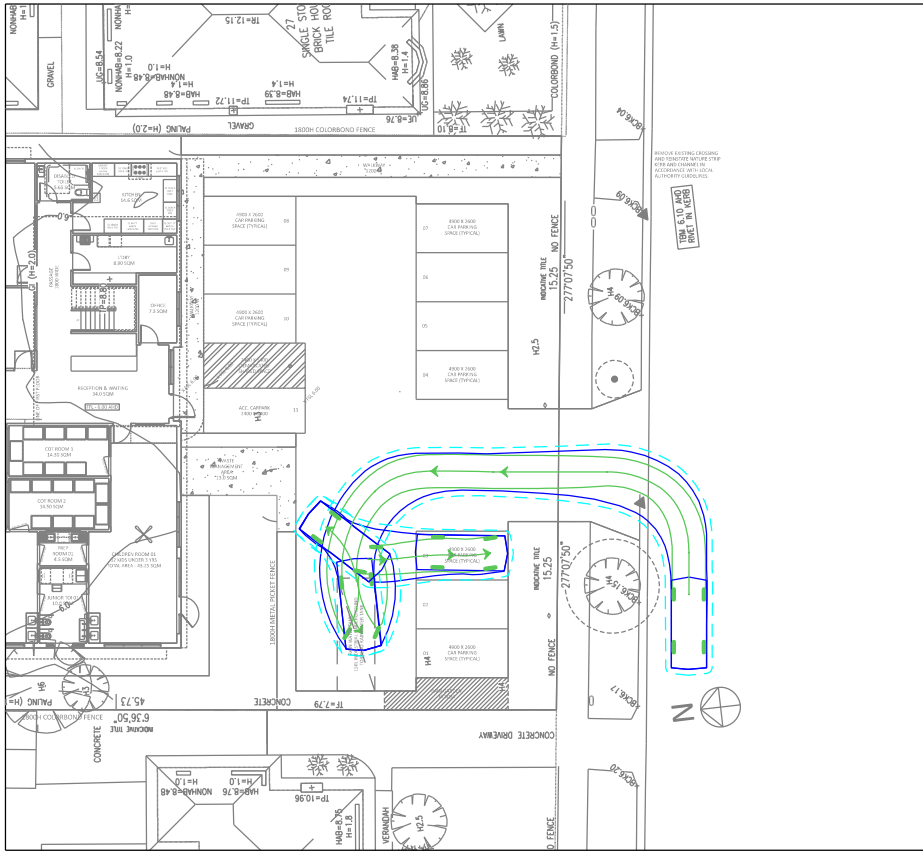
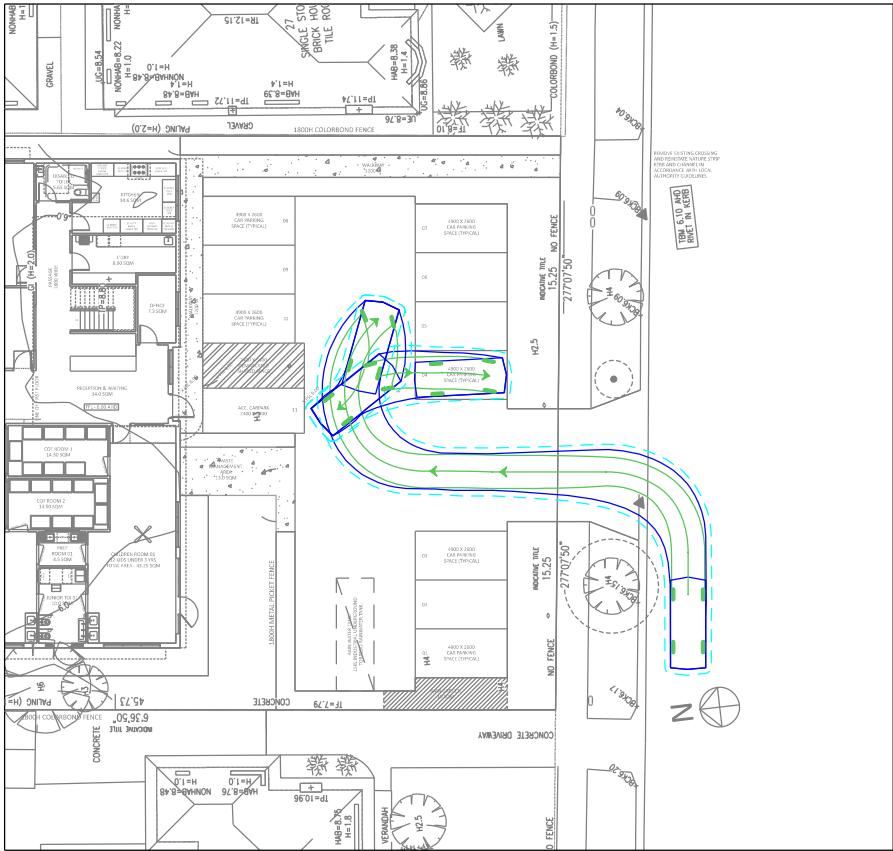
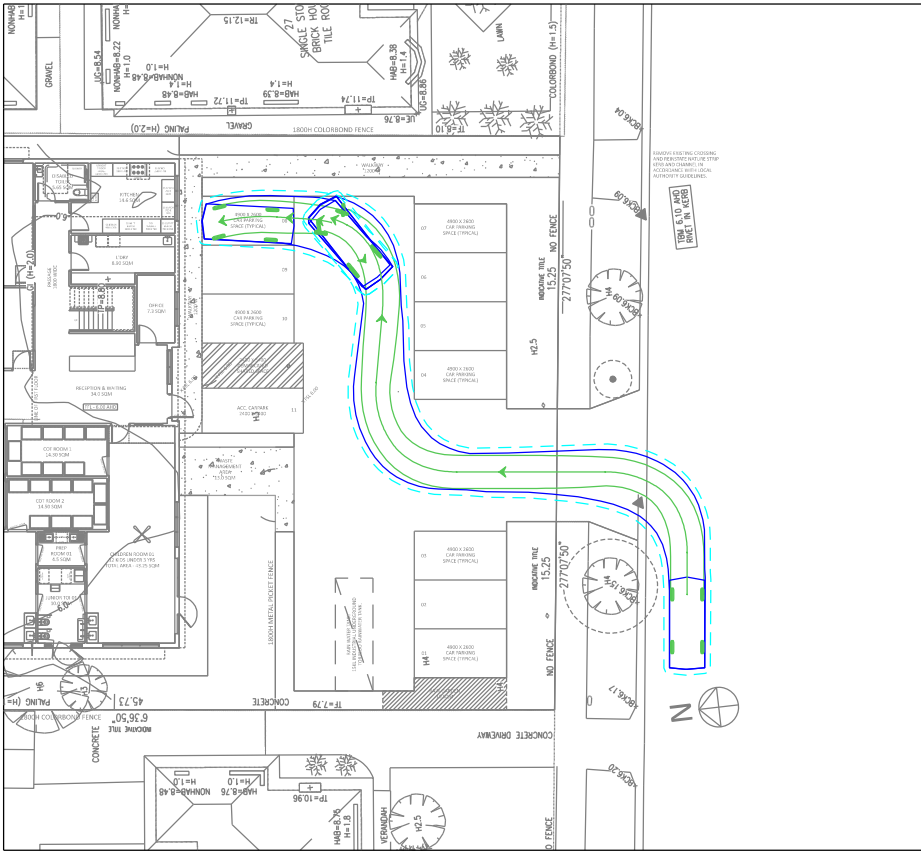
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01

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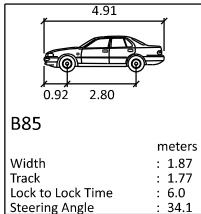
APPENDIX B

SWEPT PATH ANALYSIS



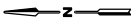
- CENTRE LINE OF FRONT WHEELS
- WHEEL PATH
- VEHICLE BODY
- VEHICLE CLEARANCE LINE (300mm FROM VEHICLE BODY)

NOT FOR CONSTRUCTION



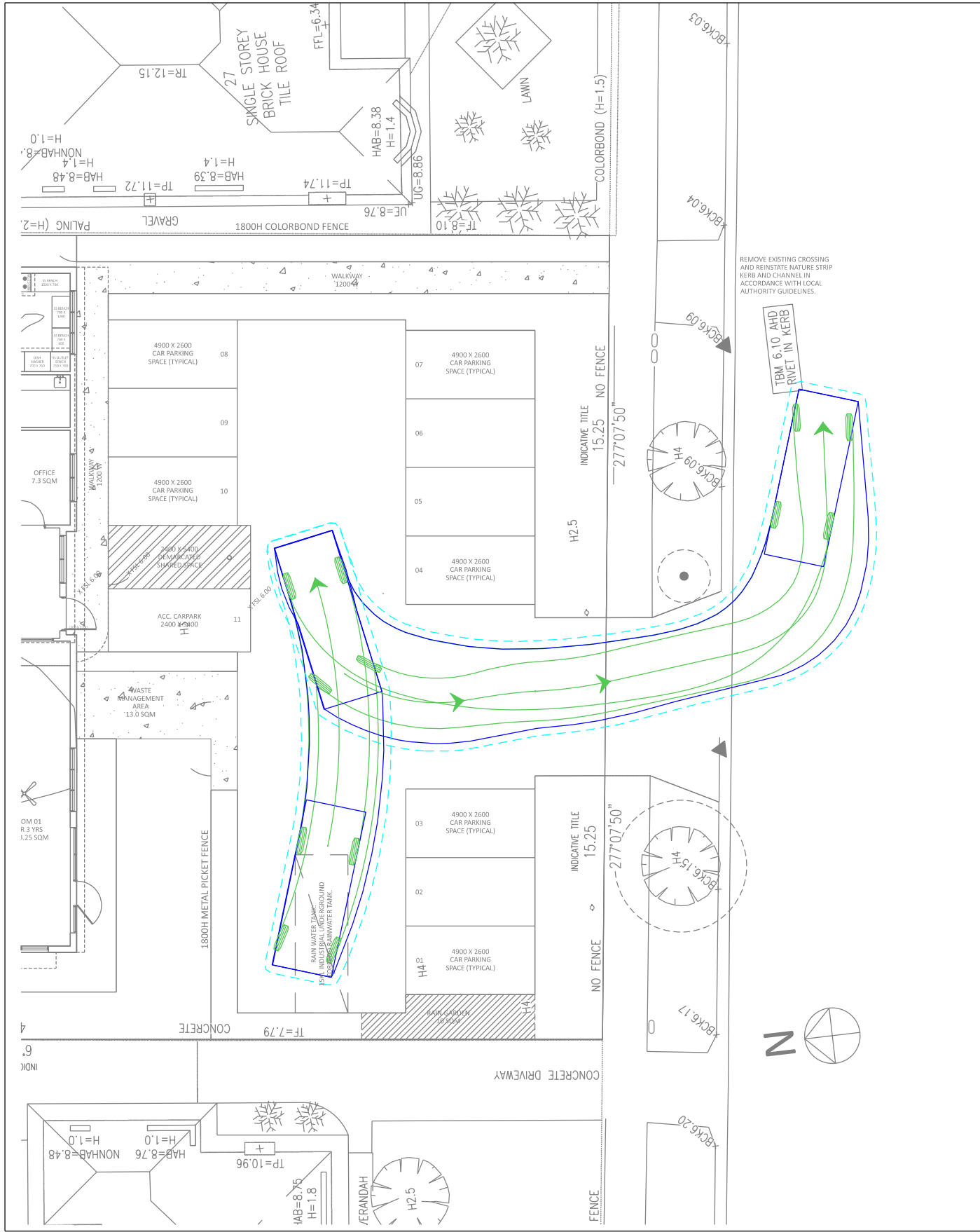
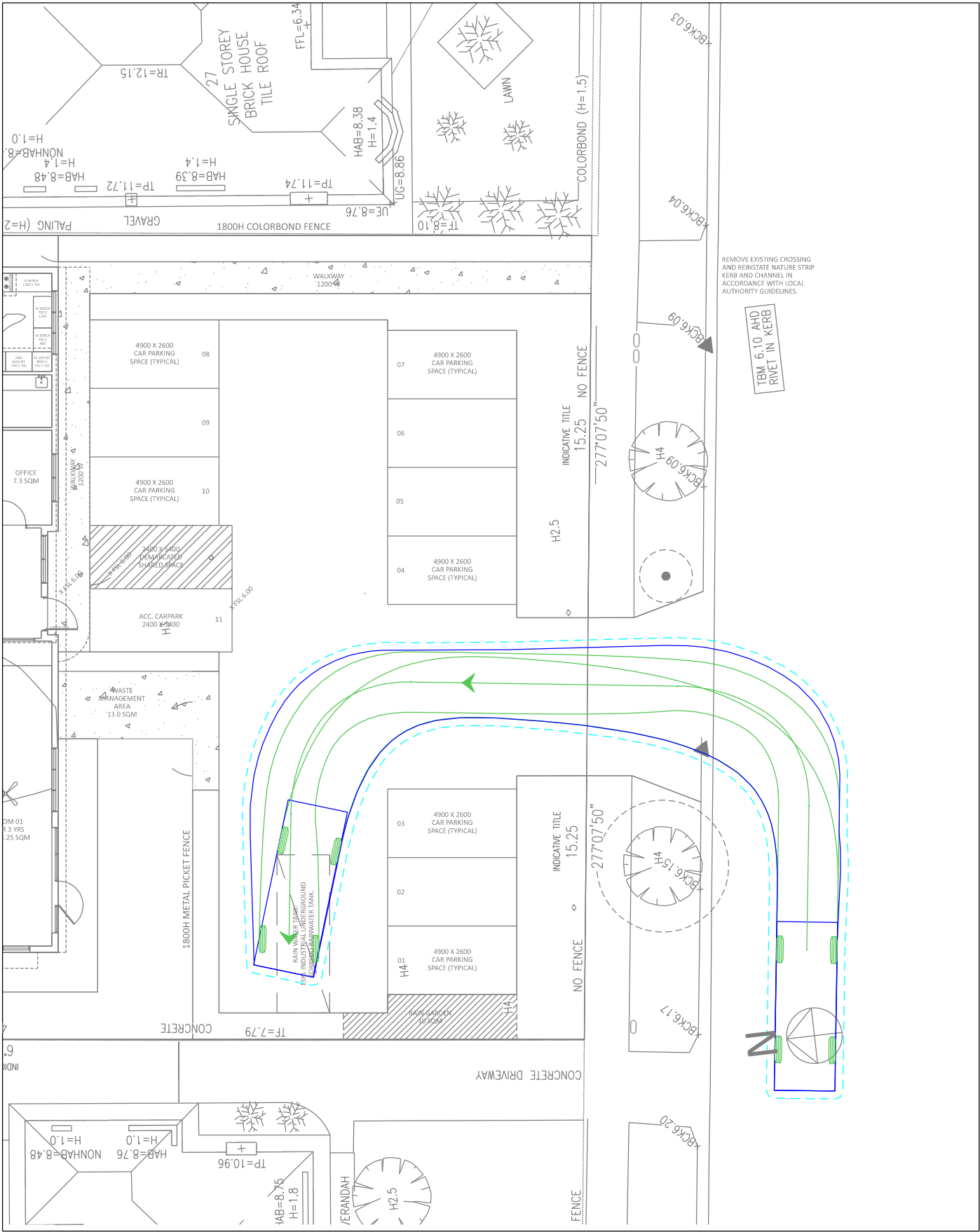
DESIGNED: M.FERGUSON
CHECKED: M. FERGUSON
APPROVED: C. SAFI
DATE: 12/08/2026

DRAWING NUMBER: 29637-SWP-02
SHEET: 2 OF 2
SCALE: 0 4 8
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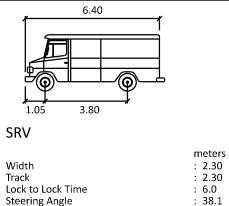
23-25 TOWNSEND ROAD, WHITTINGTON

B85 ENTRY/EXIT
SWEEP PATH DIAGRAM



- → CENTRE LINE OF FRONT WHEELS
- WHEEL PATH
- VEHICLE BODY
- - - VEHICLE CLEARANCE LINE (300mm FROM VEHICLE BODY)

NOT FOR CONSTRUCTION



DESIGNED: M.FERGUSON
CHECKED: M. FERGUSON
APPROVED: C. SAFI
DATE: 12/08/2026

DRAWING NUMBER: 29637-SWP-02
SHEET: 1 OF 2
SCALE: 0 2 4
1:200 @ A3



23-25 TOWNSEND ROAD, WHITTINGTON
6.4m SRV - WASTE COLLECTION
SWEEP PATH DIAGRAM